

BookletChartTM

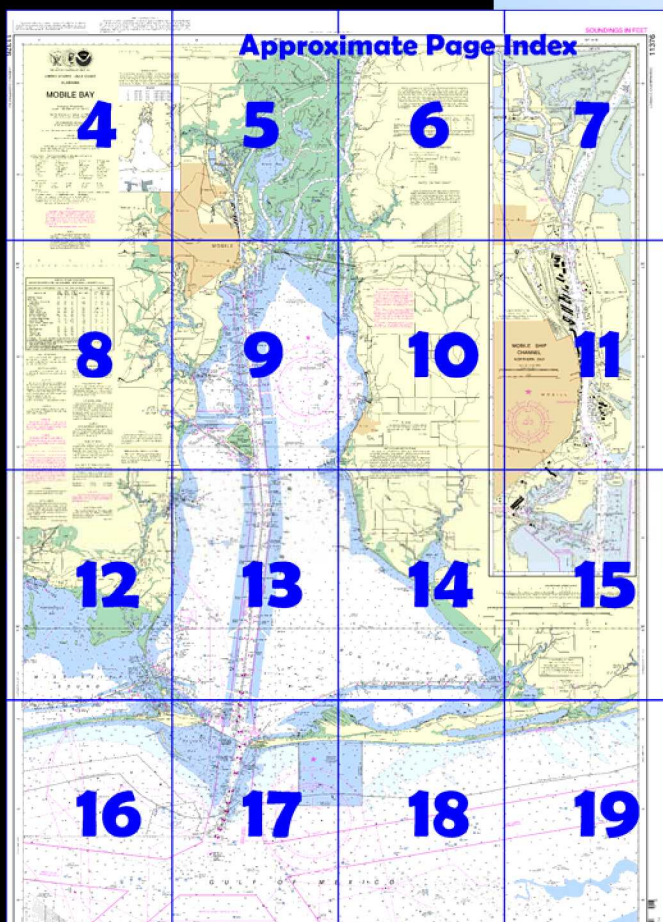
Mobile Bay

(NOAA Chart 11376)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

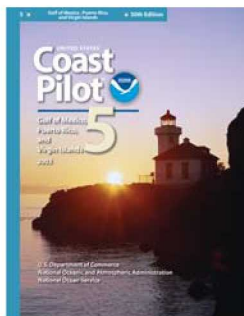
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 7 excerpts]

(7) **Mobile Bay** has depths of 7 to 12 feet outside the dredged channels. The entrance is between Mobile Point on the E and Pelican Point on the W, but most vessels will follow the dredged channel rather than chance passage between the breakers and shoals that extend 4 miles

(16) From W, boats drawing up to 6 feet can enter Mobile Bay via **Pelican Passage** and **Pelican Bay**, only with local knowledge, owing to the shifting character of the bottom.

The channel passes between the shoal SE of Pelican Passage and Dauphin Island, thence E into Pelican Bay. The best water can be found by passing to the S of **Dauphin Island Spit** before shaping a course N into Mobile Bay.

(17) From E, only 3 feet can be taken across Southeast Shoal around Mobile Point. It is necessary to pass very close to shore; the passage

should only be attempted under most favorable weather conditions and with local knowledge. The channels shift frequently.

(18) **Mobile Bay Channel** extends from the lower anchorage off Fort Morgan through Mobile Bay to Mobile River. Federal project depth is 40 feet to and in a turning basin off **Magazine Point**. The channel is well marked with lighted ranges, lights, and lighted and unlighted buoys.

(19) The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, 3 miles above Mobile Point at Lighted Buoys 25 and 26. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

(24) Small boats sometimes anchor N and E of Fort Morgan in **Navy Cove**. Several piles and other obstructions are in this locality.

(25) **Dangers**. Shoals extend 4.5 miles S and W of Mobile Bay entrance. **Southeast Shoal** covered 3 feet, is on the E side of the Bar Channel, and **Sand Island Shoal**, covered 1 foot, and **West Bank**, covered 3 feet, are on the W side.

(27) A nearly continuous spoil bank extends along either side of the bay channel from inside Mobile Bay entrance to the mouth of Mobile River. Through these spoil banks are several charted openings for passage.

(28) Fish havens, consisting of concrete pipe, lie within a 3.5-mile-square area that extends offshore from 2.7 miles to 6.2 miles E of Mobile Point.

(29) Fish havens, consisting of old automobile bodies lashed together, scrap iron, and concrete, have been or may be established on the bottom along the 10-fathom curve off the Alabama coast. While they are not dangerous and have a minimum depth of 10 fathoms over them, vessels are advised not to anchor in their vicinity.

(45) **Bon Secour Bay** has depths of 5.6 to 11.7 feet. Oyster beds are extensive along the NE shore. The bay is the route of the Intracoastal Waterway, which crosses Mobile Bay Channel 2.6 miles N of the latter's entrance. A marina on the N side of Mobile Point 0.8 mile E of Fort Morgan provides berths with water and electricity, gasoline, diesel fuel, ice, a launching ramp, and marine supplies. The approach to the facility is marked by private daybeacons and was navigable by craft drawing 8 feet or less.

(46) **Bon Secour River**. A channel leads from the Intracoastal Waterway through Bon Secour Bay and into Bon Secour River. There are two turning basins on the S side of the river at miles 1.6 and 2.5, respectively. The depths were 5 feet (6 feet at midchannel) to the second turning basin, thence 3½ feet to the head of the project. Depths of 6½ to 10 feet were available in both turning basins. The channel is marked by a light and daybeacons. A depth of 4 feet could be carried for 1.3 miles above the dredged channel.

(49) Small-craft facilities on the E side of the arm leading to Oyster Bay and at Bon Secour can provide berths, gasoline, diesel fuel, water, ice, marine supplies, launching ramps. A channel marked by private stakes, with a depth of 7 feet leads to the boatyard.

(50) **Weeks Bay** has an average depth of 2 to 5 feet. A marked channel, with a depth of 4 feet, leads through the entrance to **Fish River**. About the same depth can be carried into **Magnolia River** on the E side of the bay.

(51) The approach to the bay is marked by a light 1 mile W of the entrance.

(52) Small boats go to **Marlow** on Fish River and **Magnolia Springs** on Magnolia River. A marina on the W side of the river below the bridge has berths, gasoline, diesel fuel, water, electricity, ice, marine supplies, and a launching ramp.

(54) **East Fowl River** is marked by lights and daybeacons. The depth was 7.2 feet from the entrance in Mobile Bay to the head of the project, 1 mile above the mouth. Above this point, the depth was 2 feet to West Fowl River; local knowledge is advised. A marina on the N side of East Fowl River has berths with water and electricity, gasoline, diesel fuel, ice, a launching ramp, and marine supplies.

(55) **Fowl River** is navigable for 3 miles by small craft with local knowledge.

Table of Selected Chart Notes

Corrected through NM Nov. 21/09
Corrected through LNM Nov. 17/09

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mobile, AL	KEC-61	162.55 MHz
Pensacola, FL	KEC-86	162.40 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

FLY CREEK

The controlling depths were 6 feet for a mid-width of 30-40 feet from the channel entrance to the basin and 5½ feet for a width of 100 feet in the basin.

Nov-Dec 2009

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

PLANE COORDINATE GRID

(based on NAD 1927)

Alabama State Grid, west zone, is indicated by dotted ticks at 5,000 foot intervals.

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

NOTE D

Numerous oyster beds, some marked with stakes, exist within the bay areas of this chart. Mariners should exercise extreme caution when navigating in and near the areas labeled in order to avoid damage to the beds.

EAST FOWL RIVER

The controlling depth was 7 feet for a width of 100 feet from the entrance (30°26'58"N, 88°05'06"W) in Mobile Bay to a point located at (30°26'20"N, 88°07'09"W).

Aug 2009

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.708' northward and 0.009' eastward to agree with this chart.

BAYOU CODEN

The controlling depth from the intersection with Bayou La Batre Channel to the mouth of Bayou Coden was 8 feet for a mid width of 50 feet, from that point to the highway bridge the controlling depth was 8 feet for a mid width of 30 feet.

Daybeacons mark the channel from its mouth to the highway bridge.

Sept. 2009

Mercator Projection
Scale 1:80,000 at Lat. 30°25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

INTRACOASTAL WATERWAY

Use charts 11378 and 11374

The project depth is 12 feet from Carrabelle, Florida to New Orleans, Louisiana.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

Additional information can be obtained at nauticalcharts.noaa.gov.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

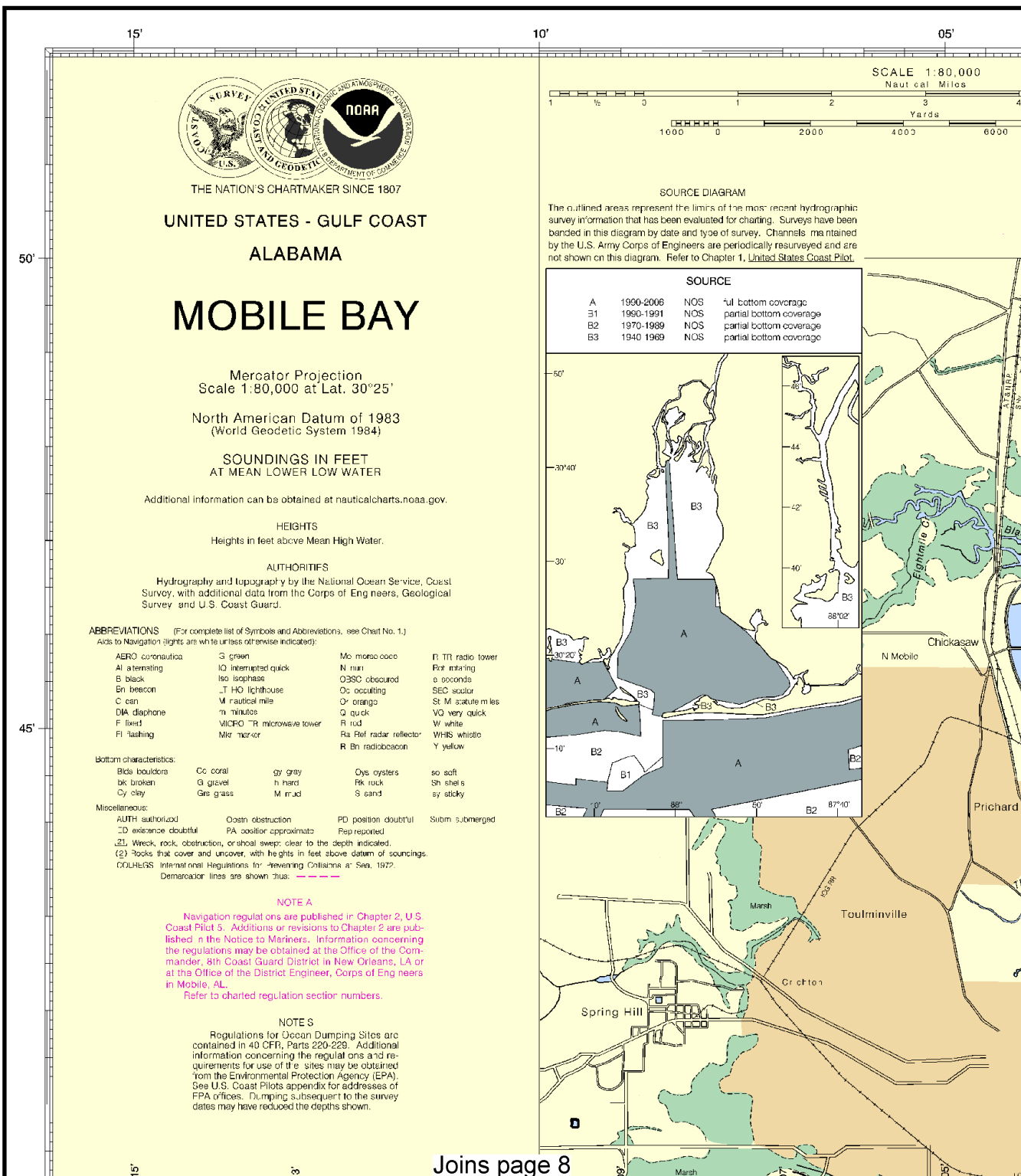
TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)		feet	feet	feet
Dauphin Island (30°15'N/088°05'W)		1.2	1.2	0.0
Mobile Point (Fort Morgan) (30°14'N/088°01'W)		1.2	- - -	- - -
Mobile (30°42'N/088°02'W)		1.6	1.5	0.1
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from http://tidesandcurrents.noaa.gov .				
(Nov 2009)				

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

LORAN-C OVERPRINTED



Joins page 8

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

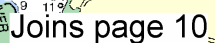


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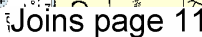


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LORAN LINEAR INTERPOLATOR

LORAN-C OVERPRINTED



7

Regulations for use of this chart are contained in 40 CFR, Part 165. Information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

30°
40'

35'

30'

MOBILE BAY AND RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2009 AND SURVEYS TO NOV 2009						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
MOBILE BAR CHANNEL	46.1A	47.0	47.2	7-06	600	8.1
MOBILE BAY:						
LOWER BAY (TO LIGHT 50)	42.6B	44.4	41.5	8-09	400	13.3
UPPER BAY	41.5	44.5	41.7H	11-09	400	15.4
MOBILE RIVER:						
PINTO ISLAND REACH	36.6	38.9	33.3	10-09	700-775	0.8
MOBILE CHANNEL	33.0	38.8	38.8	10-09	600	1.8
MOBILE TURNING BASIN	38.1	38.5	38.9C	10-09	740-1000	0.8
BLAKELEY ISLAND REACH	38.3D	33.4D	30.3D	10-09	520-1000	1.3
ST. LOUIS POINT REACH	20.2	25.0	20.8	10-09	500	0.2
CHICKASAW CREEK CHANNEL	13.2	24.3	21.6	10-09	280	3.0
ARLINGTON CHANNEL	11.8	15.8	13.9	7-03	160	1.7
GARROWS BEND CHANNEL	5.1E	4.7F	5.4G	7-09	150	1.3
OCEAN TERMINAL TURNING BASIN	14.6	15.3	12.3	11-06	600	0.1
THEODORE SHIP CHANNEL:						
BAY CUT	37.9	38.8	39.0	6-06	400	5.3
ANCHORAGE AREA	40.0	40.0	40.0	6-06	500	0.2
LAND CUT	40.0	40.0	40.0H	6-06	300	1.7
TURNING BASIN	37.1	37.2	34.7	6-06	1400	0.3
BARGE CHANNEL	8.2	10.2	9.4	10-09	100	1.2

A. EXCEPT FOR SHOALING TO 44.9 IN BEND WIDENING AREA.
B. EXCEPT FOR SHOALING TO 41.5 IN BEND WIDENING AREA.
C. EXCEPT FOR SHOALING TO 37.1 IN BEND WIDENING AREA.
D. SHOALING EXISTS AT NORTH END OF PROJECT BY COCHRAN BRIDGE.
E. EXCEPT FOR SHOALING TO 5.1 APPROXIMATELY 200' FROM END OF PROJECT.
F. EXCEPT FOR SHOALING TO 2.8 APPROXIMATELY 200' FROM END OF PROJECT.
G. EXCEPT FOR SHOALING TO 3.1 APPROXIMATELY 200' FROM END OF PROJECT.
H. EXCEPT FOR SHOALING TO 41.1 IN BEND WIDENING AREA.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Stat on positions are shown thus:
 (A) (Accurate location) (A) (Approximate location)

CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING
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CAUTION
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 Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION
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RACING BUOYS
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HORIZONTAL DATUM
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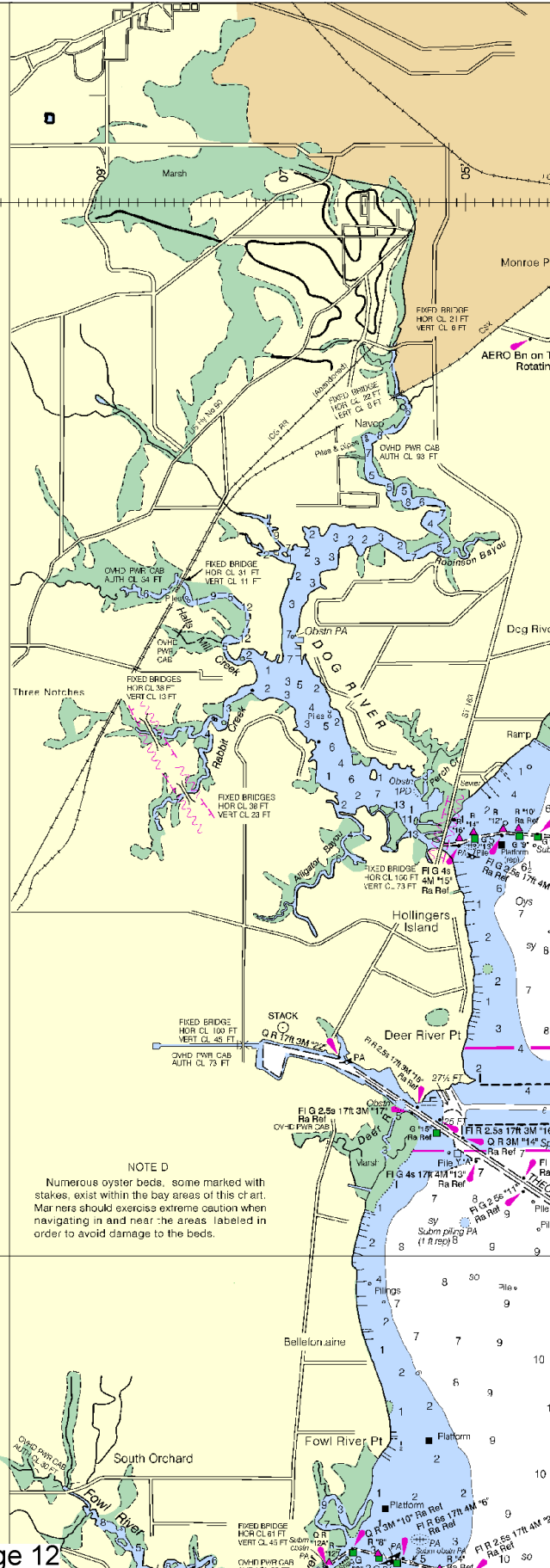
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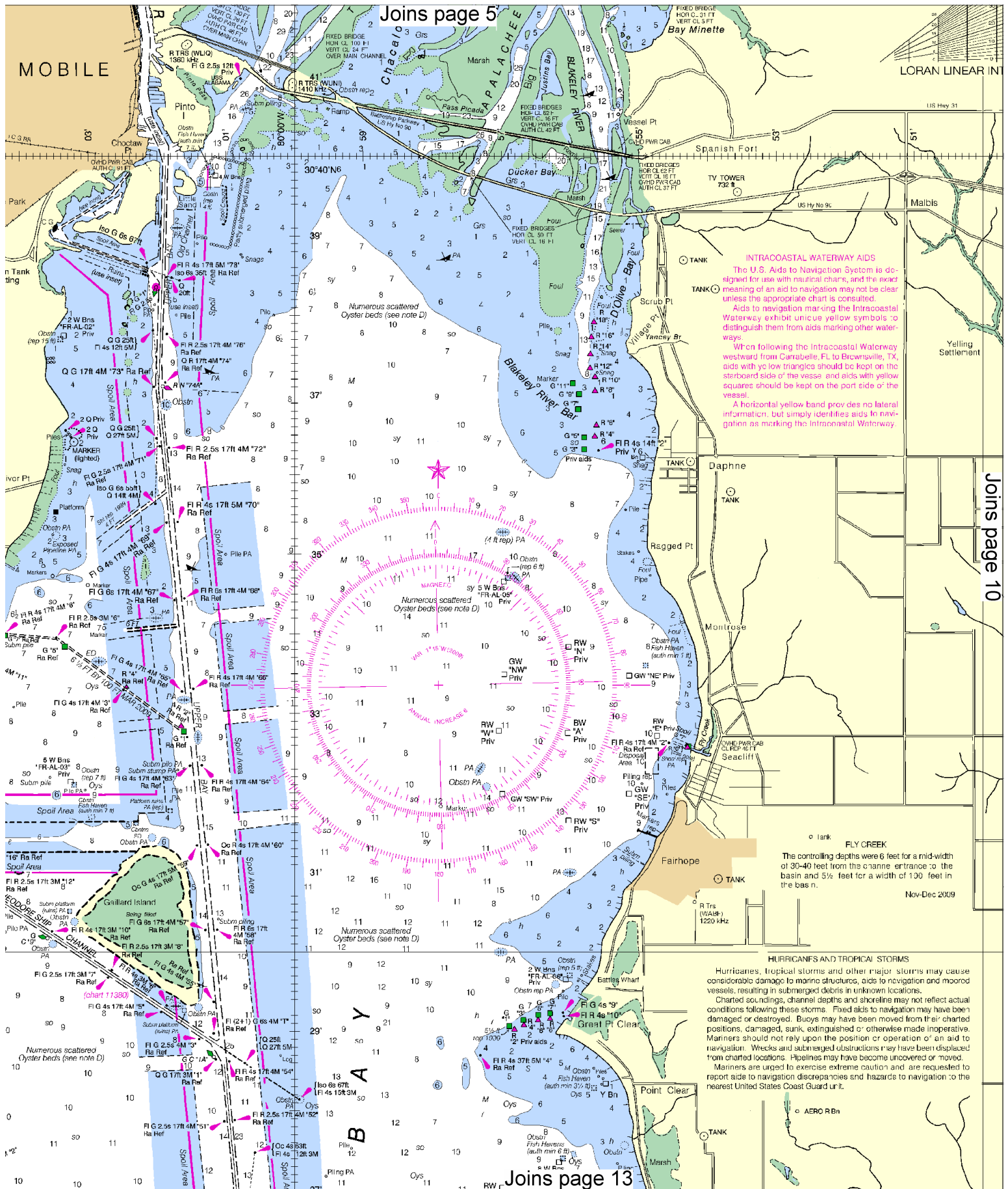
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Pensacola, FL	KEC-86	162.40 MHz

MINERAL DEVELOPMENT STRUCTURES
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BAYOU CODES





Joins page 5

Joins page 10

Joins page 13

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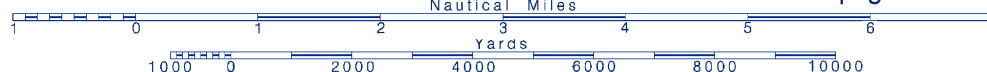
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Nov-Dec 2009

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Nov-Dec 2009

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BAYOU CODEN
The controlling depth from the intersection with Bayou La Batre Channel to the mouth of Bayou Coden was 8 feet for a mid width of 50 feet, from that point to the highway bridge the controlling depth was 8 feet for a mid width of 30 feet.
Daybeacons mark the channel from its mouth to the highway bridge.

Sept. 2009

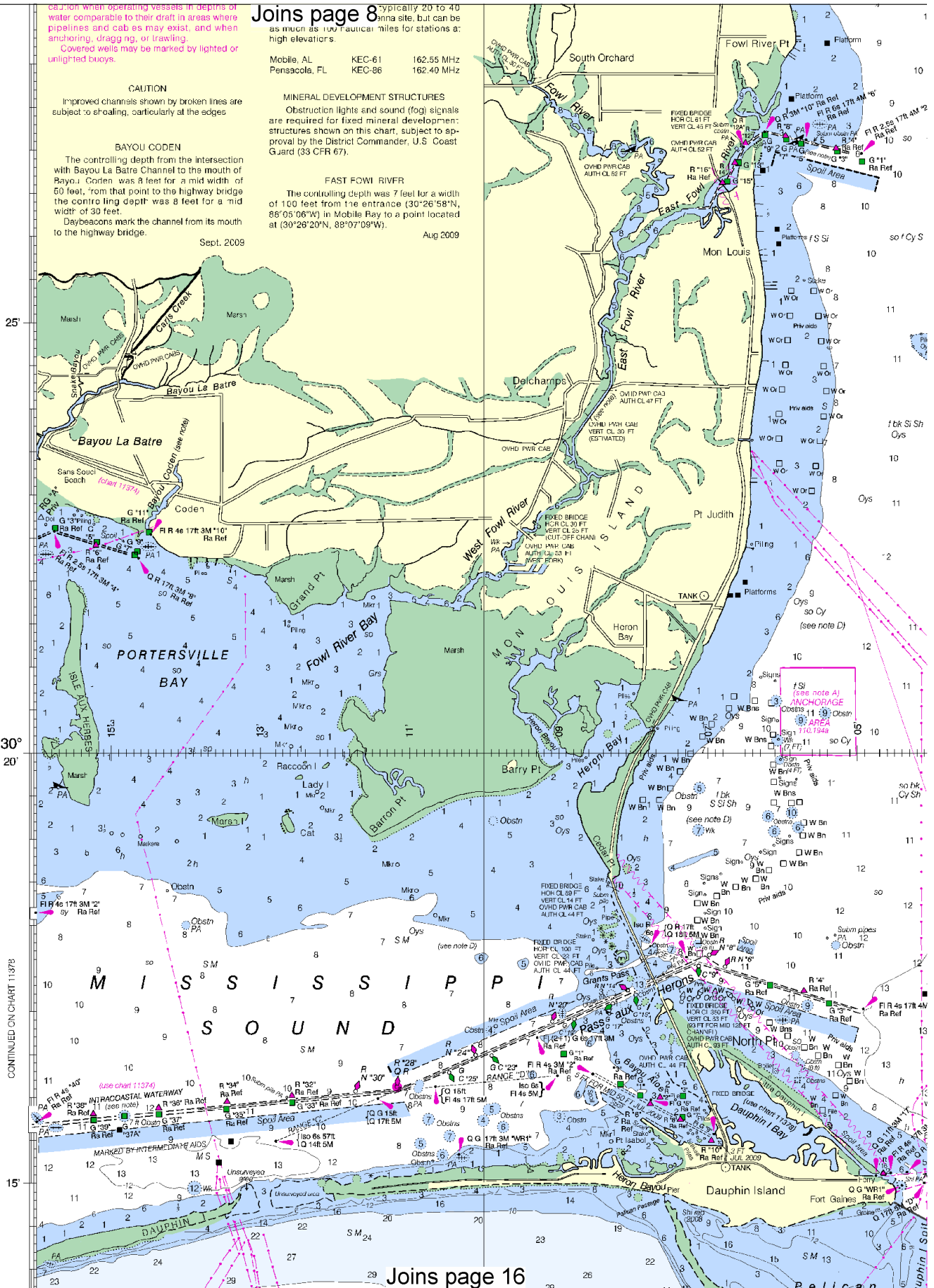
Joins page 8 typically 20 to 40 as much as 100 fathoms for stations at high elevations.

Mobile, AL KEC-61 162.55 MHz
Pensacola, FL KEC-86 162.40 MHz

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

FAST FOWL RIVER
The controlling depth was 7 feet for a width of 100 feet from the entrance (30°26'58"N, 88°05'06"W) in Mobile Bay to a point located at (30°26'20"N, 88°07'09"W).

Aug 2009



CONTINUED ON CHART 11378

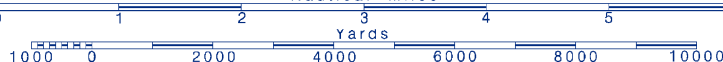
12

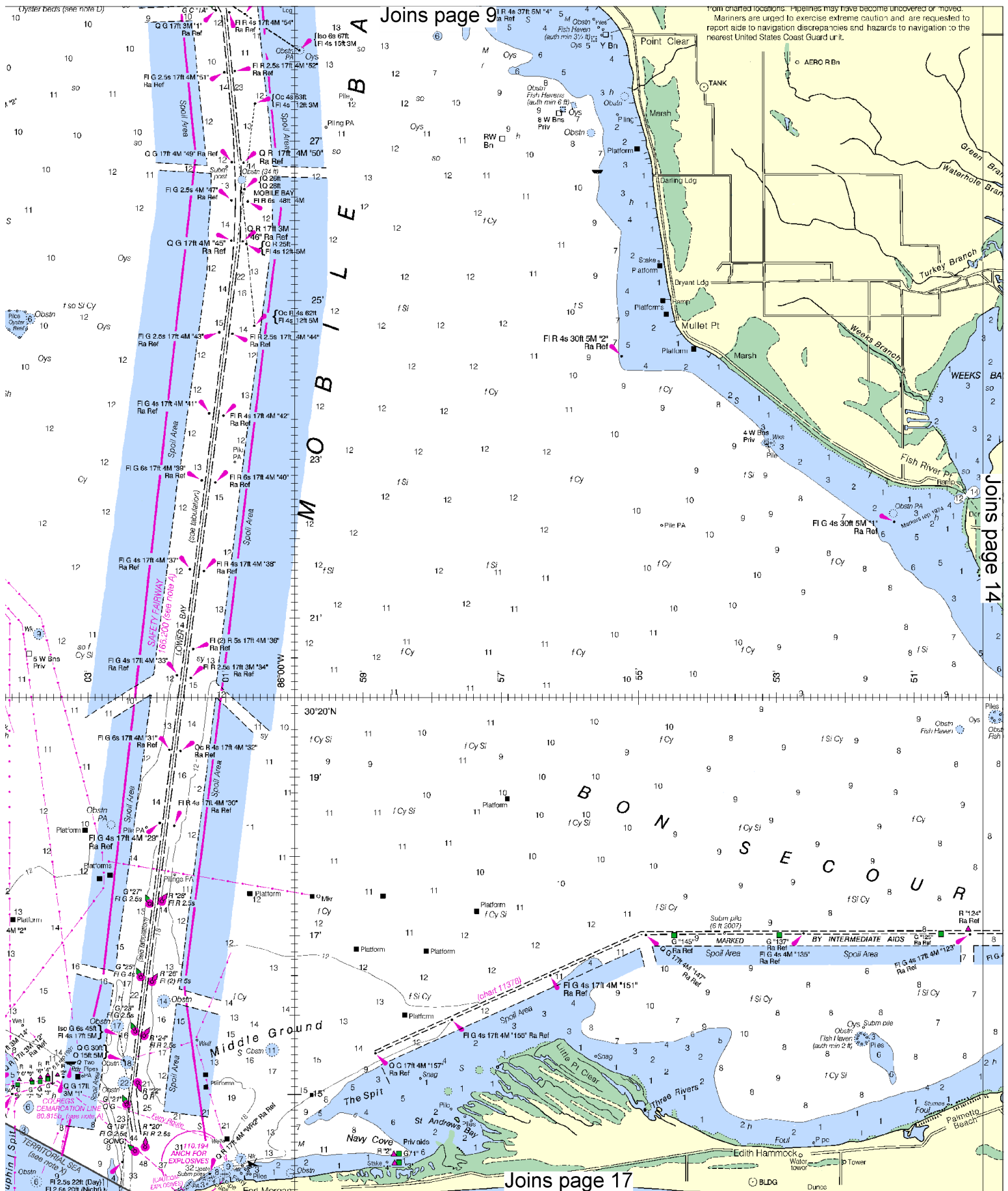


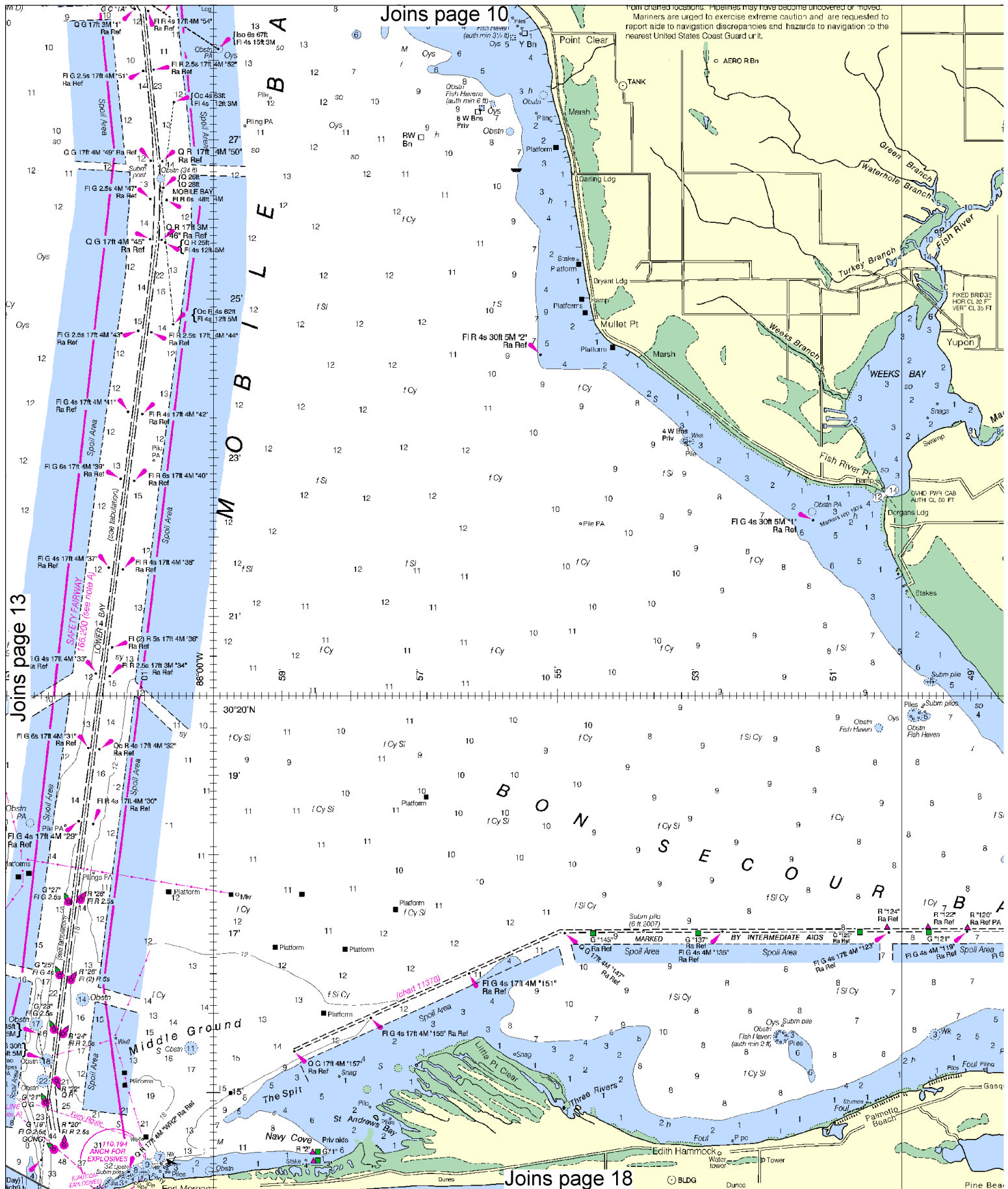
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







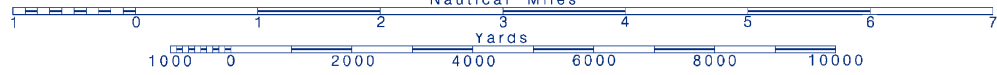
14

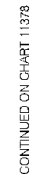
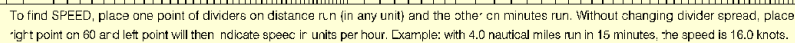


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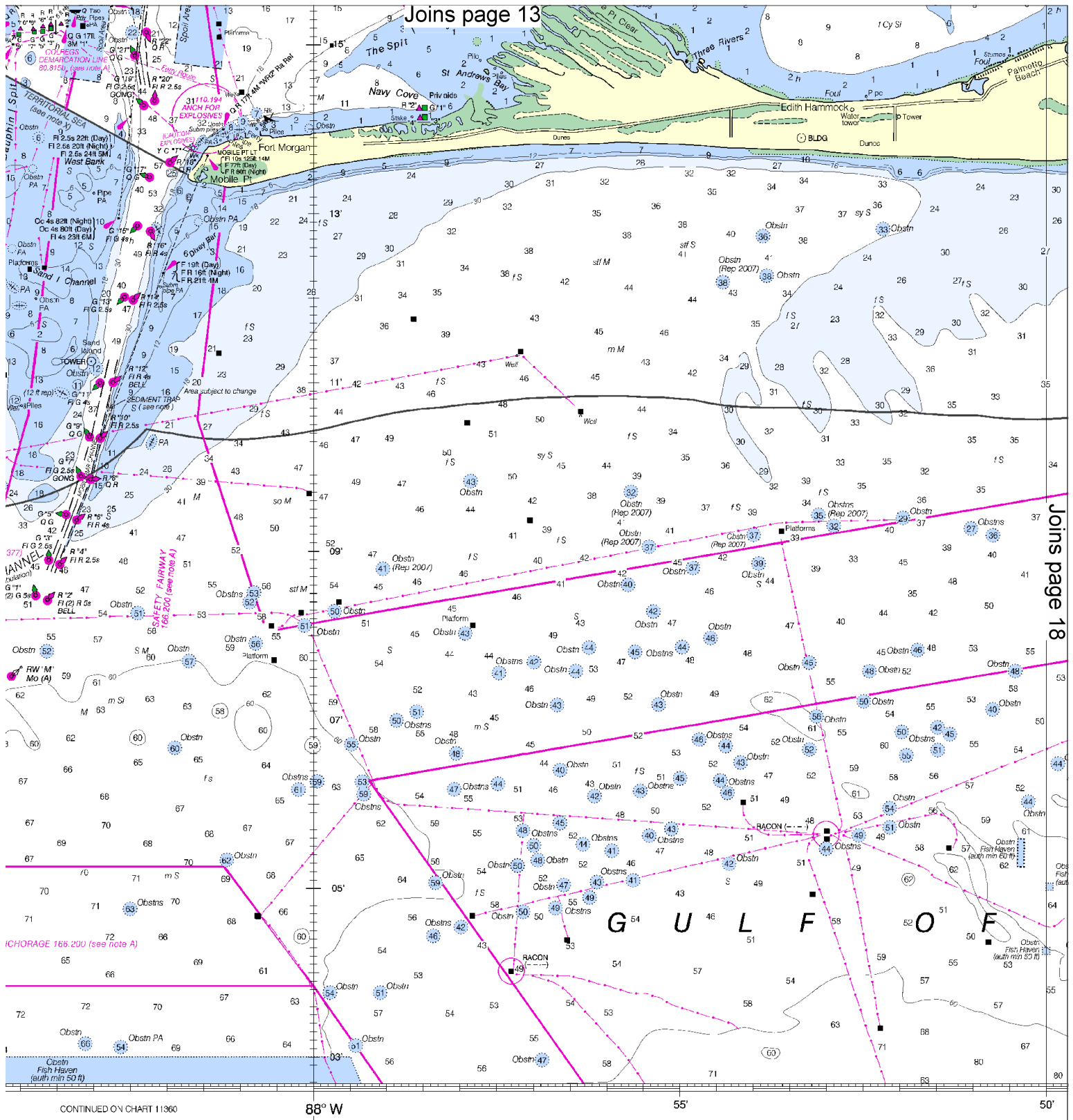
SCALE 1:80,000

See Note on page 5.





Joins page 19



CONTINUED ON CHART 11360

88° W

55'

50'

SOUNDINGS IN FEET

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 NATIONAL OCEAN SERVICE
 COAST SURVEY

[illegible]

Joins page 17

SOUNDINGS IN FEET

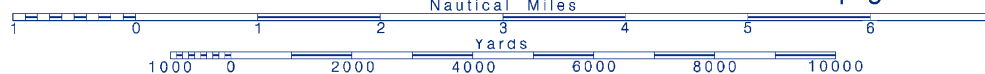
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

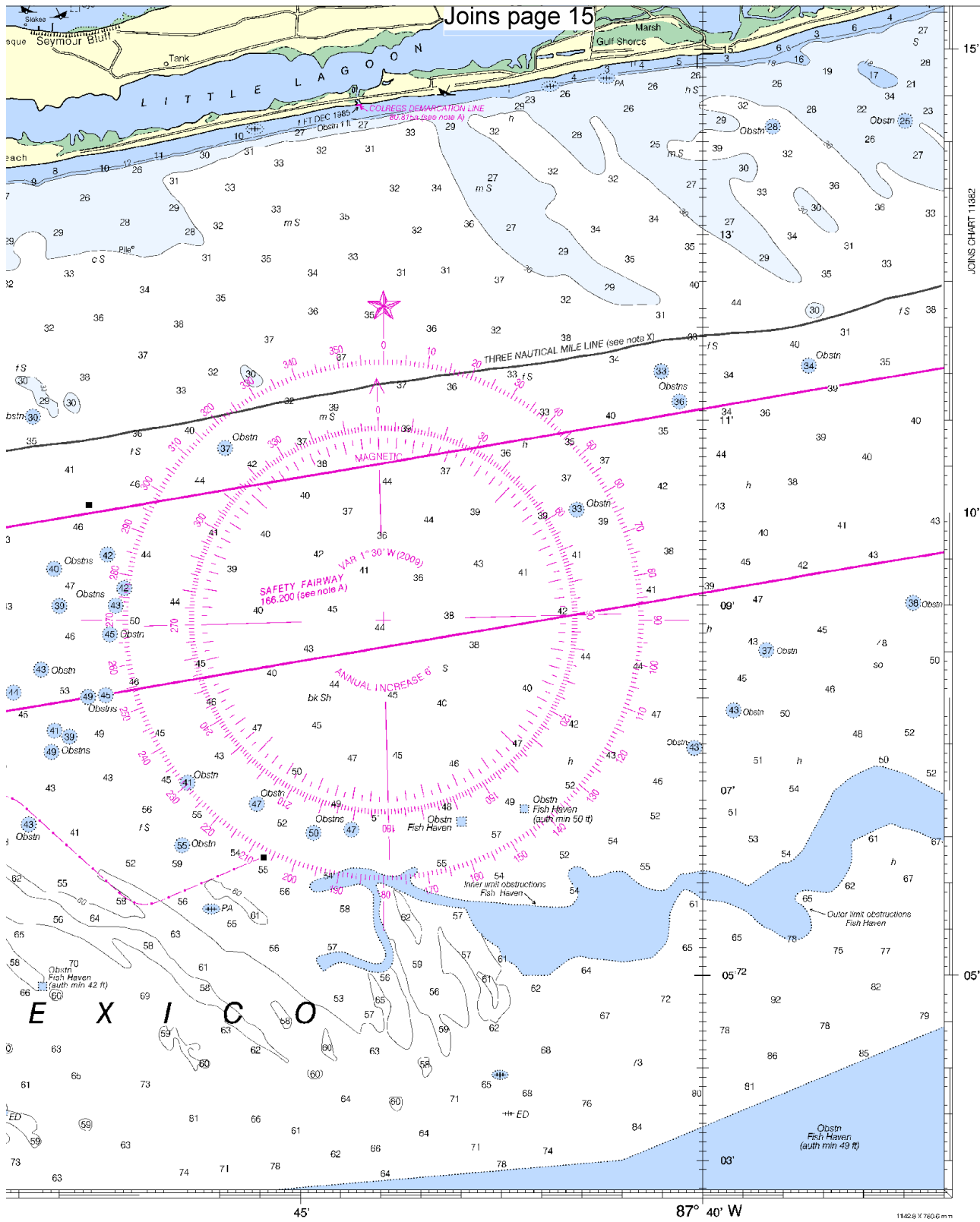
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

18





JOINS CHART 11882

ED. NO. 54

NSN 7642014010131
NGA REFERENCE NO. 11AHA11376

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FATHOMS	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Mobile Bay
SOUNDINGS IN FEET - SCALE 1:80,000

11376
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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Pensacola – 850-453-8178

Coast Guard Dauphin Island – 251-861-7239

Mobile Sheriff's Office – 251-574-8633

Alabama Marine Police – 251-981-2673

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.